

*AMENDMENTS TO THE CLAIMS*

This listing of claims replaces all prior versions, and listings, of claims in the application.

1. (Currently Amended) A device for ventilating a passenger cabin of an automobile, comprising at least one control valve with at least one edge overflowed with air in a main flow direction that can be moved from a first position to a second position, wherein the overflowed edge has a changing cross-sectional profile, which diverts at least a portion of the air flowing over the edge in the main flow direction into a plurality of stream directions deviating from the main flow direction, and wherein the overflowed edge includes an outer area and a plurality of flow bodies comprising turbulence generators in the overflowed outer edge area, the turbulence generators being selected from a group of structures comprising pinnacles, calottes, spherical calottes, and pyramids, and having a side facing air flow and being tapered on the side facing the air flow.

2 -17. (Cancelled).

18. (Previously Presented) The device of claim 1, wherein the plurality of turbulence generators is arranged at a predetermined angle in relation to the overflowing edge area.

19. (Previously Presented) The device of claim 18, wherein the predetermined angle ranges from approximately 25 degrees to approximately 90 degrees.

20. (Previously Presented) The device of claim 19, wherein the predetermined angle ranges from 45 degrees to 60 degrees.

21. (Previously Presented) The device of claim 1, wherein the overflowed edge is injection molded.

22. (Previously Presented) The device of claim 1, wherein the overflowed outer edge area includes a sealing edge that is capable of substantially closing an air flow path.

23. (Previously Presented) The device of claim 1, wherein the control valve includes reinforcing ligaments.

24. (Previously Presented) The device of claim 1 further comprising a second control valve arranged adjacent to the first control valve on the same rotational axis.

25. (Currently Amended) A control mechanism for use in a motor vehicle ventilation system, comprising:

a substantially flat and curvilinear baffle mounted to an axis and rotatable within an air flow path between an open position and closed position, wherein the baffle when rotated into the open position allows air flow within the path and when rotated into the closed position prevents air flow within the path; and

a plurality of turbulence generators attached at a predetermined angle to an outer area of at least one edge of the baffle, which turbulence generators define flow pathways through which a portion of the air flowing over the edge of the baffle in a main flow direction may be diverted, the turbulence generators being selected from a group of structures comprising pinnacles, calottes, spherical calottes, and pyramids, and having a side facing air flow and being tapered on the side facing the air flow.

26. (Currently Amended) A control mechanism for use in a motor vehicle ventilation system, comprising:

a substantially flat and curvilinear baffle mounted to an axis and rotatable within an air flow path, which baffle includes a first sealing edge and a second sealing edge that cooperate to substantially seal a flow path when the baffle is rotated into a closed position; and

a plurality of turbulence generators attached at a predetermined angle to the first sealing edge of the baffle, wherein the turbulence generators are selected from a group of structures comprising pinnacles, calottes, spherical calottes and pyramids, and are tapered.

27. (Previously Presented) The control mechanism of claim 26, wherein the predetermined angle ranges from approximately 25 degrees to approximately 90 degrees.

28. (Previously Presented) The control mechanism of claim 27, wherein the predetermined angle ranges from 45 degrees to 60 degrees.

29. (Previously Presented) The control mechanism of claim 26, wherein the sealing edges are injection molded.

30. (Previously Presented) The control mechanism of claim 26, wherein the baffle includes raised reinforcing ligaments.

31. (Previously Presented) The control mechanism of claim 26 further comprising a second flat and curvilinear baffle arranged adjacent to the first baffle on the same rotational axis.